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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY Argentina

SUBJECT Port Information: Buenos Aires

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[THE OFFICE OF NAVAL INTELLIGENCE FURNISHED THE FOLLOWING INFORMATION TO CIA FOR IAC DISSEMINATION IN ACCORDANCE WITH PARAGRAPH 3 c OF NSCID #7 (DIO, 8ND No 11-54).]

- The information contained herein is based on personal observations of the source.
- Alphabetical Designators In coordination with information reported herein, points of interest are noted on overlay to NO Chart 2450 by the following alphabetical designators:
 - A - Berth
 - B - North Basin
 - C - Channel in New Port
 - D - North Channel
- Pilotage Compulsory pilotage of vessels is required at all times, and pilots will take vessels in day and night. Pilots board either at the docks in the port of Montevideo or at Recalada Light Vessel located 25° 10' 30" S and 56° 17' 00" W. A motor launch showing regular running lights at night brings out the pilot from Recalada Light Vessel. Pilot could converse in English and Spanish.
- Formalities This is a "first port of entry" for overseas vessels. The doctor boarded in Montevideo and the balance of customs and other officers came aboard at the dock. Officials also have boarded on previous calls at Practicos Interseccion anchorage, 34° 39' 45" S, 80° 00' 00" W, three thousand yards northwest of dredged channel entrance.
- Critical Areas in Harbor and Entrance The North Channel labeled D and the inner channel of the New Port, labeled C, are small in size and barely allow vessel to turn.

SEE LAST PAGE FOR SUBJECT & AREA CODES

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6. Bridges and Overhead Cables No bridges or overhead cables were passed under in reaching berth.
7. Tugs Tugs estimated at 1500 horsepower are used to assist vessels, and they are compulsory. Tugs were observed assisting all types of vessels in entering port, berthing, and shifting position.
8. Anchorage and Mooring Vessel did not anchor or use mooring.
9. Lighterage Ten lighters of the schooner hull type with hatches were used by vessel. Condition of lighters and quality of service were fair. These particular lighters are built in the US with square bow and stern. Schooner-type lighters are pointed at bow and stern, facilitating close quarters between dock and vessel's bow in loading No 1 hold. Cargo handling in schooner-type lighters is slow.
10. Wet Basin Subject port has no wet basin.
11. Berthing and Turning Turning areas are located in the Darsena Norte (North Basin), labeled B, and in the inner channel leading to slips in the New Port, labeled point C. No unusual ship-handling difficulties were experienced in berthing and turning, and no unfavorable winds or currents were encountered in the turning area. Pilots and tugs have proven very efficient in maneuvering vessels in and out of subject port.
12. Utilities Drinking water is potable in quality requiring no treatment, is abundant in supply, and is delivered by pipe or lighter through a 2½ inch connection. Boiler water of hard quality is abundant in supply, is delivered by pipe or lighter through a 2½ inch connection. Electricity (AC, 220 voltage, 60 cycles) is available at the berth. No steam is available at the berth.
13. Fuel Fuel oil and diesel oil are delivered by lighter and are limited in supply. Bunker coal is also limited in supply.
14. Supplies Engineering and deck supplies are available though inadequate for ordinary needs. Provisions of good quality are available in supply adequate for ordinary needs, including meats, vegetables, cheese, milk and butter.
15. Communications Telegraph and telephone facilities are available, but service is very poor by comparison with US standards.
16. Clearance Facilities One railroad track is located on the wharf apron. It is flush type, somewhat narrower gage than US gage and extends the length of the wharf. The distance from the wharf edge to the closest track is 10 feet. This track connects with the main inland railroad. Train service to and from subject port is very poor. Truck access is afforded by road onto wharf apron but not into shed.
17. General Port Conditions Port is maintained well; continuous dredging of Indio and South Channel is required. No significant harbor improvements were observed.
18. Repairs Vessel was not repaired in port, and no other ships were observed undergoing repairs. Port is capable of emergency repairs. In recent years an increase has been noted in repair and overhaul of naval vessels.
19. Wharf Vessel used Darsena Norte (North Basin) berth No 2, located at point A; berth ahead was Emergencia berth No 1; berth astern was Darsena Norte berth No 3. These berths are located in Darsena Norte, the entrance basin to the Old Port. Fenders must be used when vessel is alongside wharf and are carried aboard for that purpose. Sheds on the wharf at the berth are of old type brick and concrete construction with low ceilings. The wharf has a concrete facing with stone paving, and is approximately 1500 feet long. Apron width of wharf

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for the three berths is 38'. Cranes with a revolving house, derrick, and movable platform are electric with a maximum lift of one ton. Berths Nos 1 and 2 are equipped with five such cranes, Berth No 3 has only four such cranes. Floating crane of approximately 90-ton capacity is available. Stevedores are available day or night in 10-man gangs and are good to very good in handling most types of cargo, especially coffee.

20. Medical Facilities Crew or passengers did not use medical facilities ashore, but on previous calls to subject port it was found that such facilities are good.
21. Health and Sanitation Garbage was retained in a canvas chute on board and emptied into a garbage barge that came alongside. Raw sewage is dumped into the harbor. General health conditions in subject port are good. There is no screening against flies, which are numerous in hot weather. Mosquitoes are noticeable during summer months. Dairy products, such as milk, are marketed in an insanitary manner and would require improved handling in bottling and at the source in order to attain acceptable standards.

[Available on loan from the CIA Library are diagram of Darsena Norte (North Basin) Berth No 2, labeled point A, and overlay to HO Chart No 2450.]

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